



Urbanistica n. 131

September-December 2006

Distribution by www.planum.net

Federico Oliva

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The quantities for the Variante

Paolo Boninsegna

The dimensioning of variante has been made taking as references the studies, the demographic analyses and the consequent dimensioning of the *Piano di assetto del territorio* (Pat). For this area the Pat previews a total amount of new volumes of approximately 3.715.000 mc of which 935.000 mc for housing and 2.780.000 mc for offices and commerce. The variante Masterplan accepts these dimensions, but it adopts the surface as parameter in order to indicate the building amounts, in place of the volume. From the conversion of the data it turns out that it previews a theoretical new surface of approximately 1.064.000 sm. Considering the total surfaces of the developing areas, it means that the variante proposes a territorial index of 0.75 sqm/sqm.

Main developing areas lie in the eastern part of *Cardo massimo*, where the new buildings should create a continuity with the Prusst plan and an integration with the adjacent quarter of Borgo Roma. The areas along the street axis have a territorial building index of 1,35 sqm/sqm, evaluated in relation to the necessity to gain the necessary resources for the infrastructures and of the services of the street. In the remaining areas the index is 1 sqm/sqm.

The facilities areas propose green spaces, parking and services, with an organic design: 'the system of the green areas', a continuous configuration of spaces that connect the single parts of the new settlement and this with the city and the principal urban equipment. The green areas will develop from north to south leaving from the great park, 150.000 sqm wide,

previewed in the railway park, connected on one side to the close Spianà park and on the other side, to the green area inside the Cartiere area.

The total amount of the urban standard areas (required by Italian laws) is about 950.000 square meters, composed by 454.000 sqm of primary standards, 116.000 sqm of secondary standards and approximately 380.000 sqm of other facilities areas. These amounts are quite high that will work for elevating the total equipment of south Verona, in particular for the residential part. As far as the directive functions the plan intend to limit the traffic flows in entrance and to create most of the necessary parking in the structures near the motorway door of south Verona.